Det. Bel Isle & Windsor Ferry : 0 67

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 21. CLEVELAND. O.. MAY 26, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain Charles Donahue is now in charge of the tug L. P. Smith.

The steam yacht Cyclone is carrying excursion parties, whenever chartered.

The machinery of the propeller Northerner has been taken out and forwarded to Buffalo on the schooner John Breden for overhauling and repairs.

Captain S. V. Parsons, who surveyed the schooner David Wallace last week, has fixed the damages at $7,580, which stands against last year's hull pool. Total loss has been paid on the cargo.

A bright and interesting little daughter of Captain C. W. Lockwood, of the schooner H. P. Baldwin, aged 18 months, died at the residence. 104 Harbor street, Monday, May 23, from brain fever, after an illness of fourteen days. The bereaved family has the sympathy of all friends.

Frank Greenwald, met with a strange death on the new steambarge Maurice L. Grover early this week. He had been engaged to serve as fireman and shortly afterward suddenly disappeared. Early Monday morning he was discovered in the hold of the vessel, dead with the right side of his head crushed. It is supposed that he fell through an open hatchway. He was thirty years old and lived in Pittsburg.

Captain James Corrigan has purchased the large schooners George W. Adams and David Dows from the Carrington estate for $125,000. These are the largest schooners on the lakes except the Golden Age, Specular, and Magnetic. The Dows and Adams will likely go as consorts to Captain Corrigan's new Bay City purchase and the Raleigh, and will hail from Cleveland.

Meteorological summary for the week ending May 25:

Mean barometer	29.93
Mean temperature	68 8
Mean humidity	64.0
Total precipitation, inch,	.06
Prevailing direction of wind.	E.
Total wind movement	912
Av. cloudiness	3.0
Av state of weather	Fair.
Max. temperature, highest	83.7
Min temperature, lowest	51.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

John Anderson filed a petition against R.K. and H. J. Winslow, owners of the steambarge Cormorant, in the common pleas court, Cleveland, last Friday. The plaintiff claims that on September 11, 1886, he was working for the defendants aboard the barge, engaged in loading coal, when he fell through a hatchway from the lower deck to the hold a distance of sixteen feet, and struck his head and shoulders, breaking two ribs and crushing his left arm. He says that he was blinded by coal soot and was not able to see the hatchway, which should have been closed, and thinks that the accident was owing to carelessness on the part of the defendants in not having the hatchway closed. He sues for $30,000 damages.

SAND BEACH.

Special to the Marine Record.

The principal events of the week have been fog and very still weather.

A small strike among the stone scow fleet is one of the things of the past. The contractors having raised the freight rate, a majority of the sand pans have gone baek to work.

The U. S. fish hatching agent planted three millions white fish and trout minnows in the lake last Thursday. The bass season is on now, and local spearsmen are having fine sport about every night. LUFF.

CHEBOYGAN.

The United States lighthouse tender Dahlia is hard aground on the shore of Lake Huron, near Presque Isle. The forest fires and the attendant dense smoke is the cause of the Dahlia's grounding. She is injured, but particulars as to the extent of the damage are meager. The wrecker Leviathan left early Tuesday morning and will endeavor to release her.

DETROIT.

Special to the Marine Record.

Captain H. Smith, as usual, is provided with all the most approved facilities for unloading ore, coal, brick, stone, lime, etc., and will always be found in good humor and ready for business.

During a recent visit to Diver Quinn's warehouse your correspondent was shown a new 12-inch Silsby pump which he has just added to his outfit. Mr. Quinn also has another 12-inch Silsby, which has seen much service, a 14 inch Worthington, a 9 inch centrifugal and a 9-inch rotary. This array of pumps with diving apparatus, lighters and assistants, places the Quinn brothers in position to make the most extensive wrecking contracts with the best chances of success.

Mr. Frank Kirby, consulting and constructing enegineer for the Detroit Drydock Co., is perfecting a system of tubes or water tanks to be placed on the double ender car ferry now being built by that company for use at the Straits. There will be two of these tanks placed on board, each of which will hold twe ty-five tons of water, when trimmed for use, dividing the ferry into three sections, the principal of which is to obviate the rocking or rolling action of the waves on the boat, making her steady and true. The theory is a good and practical one, and was demonstrated to your correspondent by the use of a glass tube represented as running athwartships, to which was attached a knife edge, representing the water tanks in position and acting on the keel of the ferry boat. When the tube was empty the apparatus, if started, would rock without ceasing, but when about two-thirds full of water, if started by the hand, the rocking motion would cease directly. Under the influence of this novelty, then, this huge car ferry will be essentially as firm as a dock to all intents and purposes.

We have heard of talking by telephone, laughing and singing and doing business by telephone, but the Fayette Brown is the first steamboat we ever saw launched by telephone, a Kirby fore and aft.

Captain S. B. Grummond has established permanently a wrecking depot at Cheboygan, Mich., with an ample supply of steam pumps and wrecking appliances, for the purpose of looking after vessels and steamers in distress. He has stationed there the tug Leviathan, with Captain M. Swain, formerly of the tug Winslow, in charge. The Leviathan has a steam hoister for lightering cargo, and will keep on board four steam pumps in perfect order, a sub-marine diver and rigs, hydraulic jacks, 12-inch hawsers, etc. The Leviathan will be the best equipped wrecking tug on the chain of lakes, and will be kept ready to start at a moment's notice. When the Leviathan is away on an expedition, another tug will be sent to Cheboygan to take her place.

The steambarge Yosemite grounded on Fighting Island, early Wednesday morning. Tugs Castle, Winslow and Carrington received word at about the same time and ran down, arriving just as the tug Oneida pulled her off.

Misses Pankhurst, Smith and Brown, of Cleveland, came up on the new steamship Chas. J. Sheffield on Thursday. They were very much pleased with her first trip. They returned home on the Cleveland steamer in the evening.

The revenue cutter Fessenden came out for the first time on Wednesday.

Canadian propeller Acadia ran aground near Wyandotte on Monday, but got off without much trouble.

While the tug M. F. Merrick was coming down St. Clair river a few days ago, one of the deck hands fell overboard. The tug was running at a high rate of speed, but succeeded in stopping and backing just in time to save the unfortunate man's life.

The steambarge Colonial, bound down, broke her connecting rod at St. Clair Flats early Monday morning. She was picked up by the tug Carrington and towed to this port, where temporary repairs will be made to enable her to reach Cleveland with her cargo of ore.

The monstrous steambarge Wm. Edwards and consorts passed up, light, on Monday afternoon. The big fellows hid a good part of Windsor from view, and made other craft look small when passing.

The steel steambarge Spokane and consorts, David Dows and San Diego, ran on Grassy Island Tuesday morning. They will have to be lightered off.

The steambarge Siberia is in drydock, having her stern bearings fixed.

The schooner Homer, recently wrecked in Georgian Bay, is in the upper drydock for a thorough recalking and overhauling. The barge Galatea, also, goes in drydock here to be recalked.

The steambarge J. H. Outhwaite grounded on Wind Mill Point, Lake St. Clair, late Monday night. She was released by the tug Oswego without damage.

The tug Temple Emery passed here Monday night, bound up, with a couple of scows in tow. All went well until Lake St. Clair was reached, when one of the crew on the last scow awoke from a sound sleep and stepped on deck to get a breath of fresh air. Being only half awake and the scow having no rail, he fell overboard. After being in the water some time his cries were heard by the crew of the schooner Thos. Gawn, lying at anchor on Wind Mill Point, who launched a boat and rescued him. He was turned over to the Stewart Bros., river reporters for J. W. Westcott, who clothed and fed is busily engaged in building a crib, which will be placed at the end of South harbor piers.

Schooner Lillie Pratt took a cargo of timbers, saved from the wrecked barge Menekaunee by the wreckers, to Chicago this week.

Watson McGregor, fireman on the propeller Sanford, fell overboard, and was drowned last week. He was a son of Captain Peter McGregor, and was a promising young man. His body has not been recovered.

The schooner Gessine, 34 years old, and him and paid his way to Port Huron to enable him to reach his boat. ACQUA.

MARINE CITY.

Special to the Marine Record.

The launch of the steambarge Louisiana, at Captain W. B Morley's yard, was a complete success and was witnessed by a large number of our citizens. It is quite an event in this city to see such a large steamer go into the water from our yard, and it is made quite a gala day. Belle river was lined with people, all of whom united in wishing the new steamer a prosperous life. The Louisiana is the largest steamer ever built at this port, and will rank with the best freight boats on the lakes, her cost being $115,000 and capacity for carrying 2,400 tons. Her dimensions are as follows: Length of keel 268 feet, over all 285 feet, beam 40 feet, moulded depth 23 feet. She is a double-decker, has been built in a very careful and substantial manner, and is diagonally strapped and strengthened outside of frames. There are seven hatches and four spars. The propelling power will be a fore and aft compound engine, with cylinders 27 and 48 inches in diameter by 42 inches stroke. The boiler is 11 feet in diameter by 16 feet long. Her wheel is 11 feet 6 inches in diameter with a 14-foot pitch. She was towed to Detroit last week where her machinery will be put in at once, and it is expected that she will be ready for business about June 1. She has a Providence windlass from the American Ship Windlass Co., and all modern improvements necessary to a first-class steamboat of the present day.

MANITOWOC.

The scow Nellie Church was brought here Monday in a water-logged condition by the tug George Nelson. She was beached at North Bay last fall. She will be repaired in drydock.

CHICAGO.

Special to the Marine Record.

The schooner James Mowatt, Captain D. P. Crane, arrived Friday afternoon with 1.150 gross tons of iron from Escanaba, making her third cargo this season she left this port on her first trip with 37,000 bushels of flaxseed for Buffalo, where she took on 1200 tons of coal for Milwaukee, doing the whole business in twenty three days.

Dan McLeod, Inland Lloyd's Register, inspector, inspected the schooner Thos. H. Howland last Thursday, schooner Watertown, Monday.

At the Chicago drydock company's, the steambarge T. W. Snook, was in dock for bottom calking; the tug Bob Teed and propeller Champlain, to have stern bearings fixed; the schooner E. J. McVea, for a new stern post, the propeller had some new plank in her bow; the schooner Flying Cloud, some new rail; the schooner Willie Loutit, some new plank shear and bulwarks; the propeller J. H. Hurd, new stem; the schooner Havana, a new topmast.

The Lake Michigan and Lake Superior Transportation company have purchased the passenger steamer City of Traverse from Hannah, Lay & Company for $65,000. She will enter the line June 25 and will make a valuable addition to the fine fleet of steamers controlled by that company. The City of Traverse is one of the finest passenger propellers on the lakes. She was built at Cleveland in 1871. Her registered tonnage is 1,057. She is 214 feet long, 33 feet beam, and 12 feet deep. This spring she received a thorought rebuild, including new steel arches, at a cost of $35,000. When she left the shipyard Miller Bros., who did the work, and the surveyor of hulls for Inland Lloyds pronounced her a better and stronger vessel than she was the day she was first launched. She has accommodations for 220 passengers and her cabins and state rooms are unsurpassed by any steamer running to Chicago. Before making the purchase the company had intended building a new boat, as its rapidly increasing passenger traffic between Chicage and Duluth necessitated the enlargement of the line. The City of Traverse, Peerless, City of Duluth, and Jay Gould will run to Duluth and the J. L. Hurd will run to Sault ste Marie.

The Dunham wrecking and towing company, have accepted a contract for raising the schooner City of Cheboygan.

Captain David Cochrane has purchased John H. Sanderson's half interest in the side wheel excursion steamer John A. Dix, making him sole owner. The Dix will commence her season next Sunday, running from South Chicago, where she has been laid up and fitted out, to Michigan City and back.

The Lake Michigan lumber carrying trade is more active now than at any time in several years. Freights are plentiful, rates profitable, and the demand for vessels is largely in excess of the offerings. An advance over previous rates was obtained from several ports and a general advance from all Lake Michigan ports except Muskegon is likely to be conceded before many days. Charters were made for lumber to Chicago as follows: From Muskegon $1.50 on green, $1.37½ on dry; from Ludington, $1.62½ on green, $1.50 on dry; from Manistee, $1.75 on green, $1.62½ on dry; from Menominee, $1.87½ on green, $1.75 on dry; from Escanaba, $1.75 on dry; from Garden Bay, $1.87½ on green, $1.75 on dry; from Cheboygan, $2; from Alpena and Detour, 2.25. Cedar freights were quite as active at 6 cents on posts and 9 cents on ties from Traverse Bay, 8 cents on ties from Cheboygan, and 9 cents on ties alongside or 8½ cents on the rail and 6 cents on posts from Green Bay.

Grain freights are firm at 3¼ cents on corn to Buffalo.

At Miller Brothers drydocks, the schooner J. H. Mead, was in dock for recalking a new

[Continued on 5th page.]

ABSTRACT OF AMERICAN NAUTICAL LAWS.

Written for the Marine Record.

BY C. M. FLYNN.

NO. IV.

Shipping articles are required to be signed by every mariner, declaring the voyage and the term of the time for which the seamen are shipped, and when they are to render themselves on board.

Seamen are liable to imprisonment for desertion. But if he sails and leaves a seamen in imprisonment abroad, he will be entitled to his wages till his return to the United States, deducting the time of imprisonment. Provision is made for the prompt recovery of seaman's wages, by admiralty process against the ship, if the wages are not paid within ten days.

It is the duty of the American consuls and commercial agents, to relieve American seamen who may be found destitute in foreign ports, and to provide for their passage to some port in the United States, at the expense of the United States. American vessels are bound to take them, not exceeding two for every hundred tons, at a rate not exceeding ten dollars per man.

If an American vessel be sold in a foreign port, or a seaman discharged with the master's consent, the master is obliged to pay three months' wages, beside the amount due them; two months to be paid to the seamen when they engage again, and one month's pay to the fund for the return of American seamen.

The master has the right to discharge a seamen for just cause in a foreign port, but is responsible in damages if he does it without just cause. The master must be supreme in the ship.

The French laws afford peculiar protection to seamen, and prohibit the master from discharging a seaman, for any cause in a foreign country.

The expense of curing a sick seaman in the course of a voyage is a charge upon the ship; and this rule recommends itself as much by its intrinsic equity and sound policy, as by the sanction of general authority. Such an expense is in the nature of additional wages during sickness and it constitutes a material ingredient in the just remuneration of seamen for their labor and services. This claim, equally with a claim for wages, may be enforced in a court of admiralty.

Every seaman engaged to serve on board a ship, is bound, from the nature and terms of the contract, to do his duty to the utmost of his ability, and, therefore, a promise made by the master when the ship is in distress, or when some of the crew are sick, or the like, to pay extra wages, as an inducement to extraordinary exertion, is illegal and void. It requires some service not within the scope of the original contract, as by becoming a hostage, or the like, to create a valid claim for extra wages.

No wages can be recovered for an illegal voyage, for the law will not countenance such a contract, nor permit any one to claim the wages of iniquity.

A seaman is entitled to his wages for the whole voyage, even though he is unable to render his service by sickness or bodily injury, happening in the course of the voyage, and while in the performance of his duty; or, if wrongfully discharged by the master in the course of the voyage, or forced to quit the ship by the cruelty of the master. In this case the voyage is ended as to him, and he is immediately entitled to his wages for the whole voyage.

The general principle of marine law is, that freight is the mother of wages, and if no freight be earned, no wages are due. If the ship perish by the perils of the sea, as tempest, fire, enemies, etc., the mariners lose their wages; otherwise, they might not use their endeavors to save the ship. But the seamen do not lose their wages if the freight is lost by the misconduct of the master.

When a seaman dies on the voyage his wages are due to his representatives, up to the time of his death.

The seamen's wages on the outward voyage are due when the ship delivers her outward cargo; and if the owners and the charterer agree to consider the voyages out and home as an entire voyage, they can not, by this, deprive the seamen without their consent, of the rights belonging to them by the general principles of marine law.

Capture by an enemy extinguishes the seaman's contract for wages, but if, by recapture the owners recover their freight, the seamen recover their wages, for the freight is the parent of the wages. And this holds for those seamen who remain prisoners and render no assistance in the recapture or afterward; because they are suffering in the service. And in case of shipwrecks, if any portion of it is paid for the cargo saved, the wages of the seamen are due in the same proportion. Every agreement that goes to separate the demand for wages, from the fact of freight being earned, is viewed with distrust by the court as an encroachment on the right of seamen.

"The courts of maritime law extend to them a peculiar protecting favor, and treat them as wards of the admiralty; and though they are not incapable of making valid contracts they are treated by the courts in the same manner that courts of equity are accustomed to treat young heirs dealing with their expectancies; wards with their guardians, etc. They are considered as placed under the influence of men who have naturally acquired a mastery over them. Every deviation from the terms of the common shipping paper is rigidly inspected, and if additional burdens are imposed upon the seamen, without adequate remuneration, the courts will interfere and moderate or annul the stipulation."

Mariners are bound to contribute out of their wages for embezzlement of the cargo or injuries produced by the misconduct of any of the crew; but the individual criminal must be unknown, and circumstances must be such as clearly to fix and prove the wrong upon some of the crew; and then those of the crew upon whom the presumption of guilt rests, must stand sureties for each other and contribute ratably to the loss; and if an individual can free himself from suspicion, he does not contribute; and if no reasonable presumption lies against any of the crew the loss falls upon the owner or master.

In case of shipwreck, and there are materials of the ship saved, the seamen by whose exertions they are saved, are entitled to their wages out of the proceeds of the fragments, even although no freight was earned to the owners. Chancellor Kent, however, thinks that in such case the allowance to seamen out of the wreck ought to be called salvage. "Wages, in such cases would be contrary to the great principle in marine law, that freight is the mother of wages, and the safety of the ship the mother of freight."

The wages of seamen constitute a lien upon the ship, which, somewhat like other liens, depend upon possession. Seamens' wages must be earned and are liable to many contingencies by which the seamen have lost without any fault on their part. Few claims are considered by law, and when due the vessel owners and masters pay them. Their demand takes precedence of all *bona fide* good against even a subsequent *bona fide* purchaser's claim, and as long as a single plank of the ship is left the seaman is entitled, as against all other persons, to the proceeds, as security for his wages.

The wages of seamen do not contribute to the general average when a loss of goods, masts, or the like, is voluntarily incurred at sea for the common safety, except in the single instance of the ransom of the ship. They are exempted here lest the fear of personal loss should restrai them from making the requisite sacrifice; and the hardships and perils they endure well entitle them to an exemption from further distress.

Desertion from a ship without just cause, or the justifiable discharge of a seaman by the master for bad conduct, will work a forfeiture of the wages previously earned. This is the rule of justice and policy. But if the seaman quits the vessel involuntarily or is driven ashore by reason of cruel usage and for personal safety, the wages are not forfeited. On the other hand, it is the duty of the seaman to abide by the vessel as long as reasonable hope remains; and if they desert the ship in the perils of the sea, when they might have prevented damage or saved the vessel, they forfeit their wages and are answerable in damages.

So liberal and kind is the care which our laws have taken for the interests of seamen in the merchant service that it would seem nothing more is wanting for their benefit excepting a more effectual security for the kind of provision which is to be made for them when they fall into sickness or distress in a foreign port, and some arrangement for their comfortable support, when worn out and decrepit at home.

NAVIGATION LAWS OF THE UNITED STATES.

Sec. 4171. When the master or person having the charge or command of a registered vessel is changed, the owner, or one of the owners, or the new master of such vessel, shall report such change to the collector of the district where the same has happened, or where the vessel shall first be after the same has happened, and shall produce to him the certificate of registry of such vessel, and shall make oath, showing that such new master is a citizen of the which United States, and the manner in or means whereby he is so a citizen. Thereupon the collector shall indorse upon the certificate of registry a memorandum of such change specifying the name of such new master, and shall subscribe the memorandum with his name; and if other than the collector of the district by whom the certificate of registry was granted, shall transmit a copy of the memorandum to him, with notice of the particular vessel to which it relates; and the collector of the district, by whom the certificate shall have been granted, shall make a like memorandum of such change in his book of registers, and shall transmit a copy thereof to the register of the treasury. If the change is not reported, or if the oath is not taken, as above directed, the registry of such vessel shall be void, and the master or person having the charge or command of her shall be liable to a penalty of one hundred dollars.

Sec. 4172. If any vessel registered as a vessel of the United States shall be sold or transferred, in whole or in part, by way of trust, confidence or otherwise, to a subject or citizen of any foreign prince or state, and and such sale or transfer shall not be made known, as hereinbefore directed, such vessel together with her tackle, apparel, and furniture, shall be forfeited. If such vessel, however, be so owned in part only, and it is made to appear to the jury before whom the trial for such forfeiture is had, that any other owner of such vessel, being a citizen of the United States, was wholly ignorant of the sale or transfer to or ownership of such foreign subject or citizen, the share or interest of such citizen of the United States shall not be subject to such forfeiture, and the residue only shall be so forfeited.

Sec. 4173. Upon the entry of every vessel of the United States from any foreign port, if the same shall be at the port at which the owner or any of the part owners reside, such owner or part owner shall make oath that the register of such vessel contains the name or names of all the persons who are then owners of the vessel; or if any part of such vessel has been sold or transferred since the granting of such register, that such is the case, and that no foreign subject or citizen has, to the best of his knowledge and belief, any share, by way of trust, confidence, or otherwise, in such vessel. If the owner or any part owner does not reside at the port at which such vessel enters, the master shall make oath to the like effect. If the owner, or part owner, where there is one, or the master, where there is no owner, refuses so to swear, such vessel shall not be entitled to the privileges of a vessel of the United States.

Sec. 4174. Every certificate of registry which is delivered up to a collector on the loss, destruction, or capture of a vessel, or the transfer thereof to a foreigner, shall be forthwith transmitted to the register of the treasury, to be canceled; who, if the same shall have been delivered up to a collector other than of the district in which it was granted, shall cause notice of such delivery to be given to the collector of such district.

*Sec. 4175. Whenever the master or owner of a vessel shall deliver up the register of such vessel, agreeably to the provisions of this title, if to the collector of the district where the same was granted, the collector shall thereupon cancel the bond which shall have been given at the time of granting such register; or if the collector of any other district, such collector shall grant to the master, commander, or owner, a receipt of acknowledgment that such register was granted, he shall cancel the bond of the party, as if the register had been returned to him.

Sec. 4176. The collector of each district shall progressively number the certificates of the registry by him granted, beginning anew at the commencement of each year, and shall enter an exact copy of each certificate in a book to be kept for that purpose; and shall, once in three months, transmit to the register of the treasury copies of all the certificates which shall have been granted by him, including the number of each.

Sec. 4177. The secretary of the treasury shall have power, under such regulations as he shall prescribe, to establish and provide a system of numbering vessels so registered, enrolled, and licensed; and each vessel so numbered shall have her number deeply carved or otherwise permanently marked on her main beam; and if at any time she shall cease to be so marked, such vessel shall be no longer recognized as a vessel of the United States.

†Sec. 4178. The name of every registered vessel, and of the port to which she shall belong, shall be painted on her stern, on a black ground in white letters, of not less than three inches in length. If any vessel of the United States shall be found without having her name and the name of the port to which she belongs so painted, the owner or owners shall be liable to a penalty of fifty dollars; recoverable one half to the person giving the information thereof; the other half to the use of the United States.

Sec. 4179. No master, owner, or agent of any vessel of the United States shall in any way change the name of such vessel, or by a device, advertisement, or contrivance deceive or attempt to deceive the public, or any officer or agent of the United States, or of any state, or any corporation or agent thereof, or any person or persons, as to the true name or character of such vessel, on pain of the forfeiture of such vessel.

Home port of corporation vessel: It seems that the home port of a vessel owned by a corporation is the port within the same collection district nearest to the principal office of the corporation.

On purchase away from home district: If a citizen becomes owner of a vessel entitled to be registered, and the vessel be in a district other than that of his usual residence, the vessel may be registered by the collector of the district in which the vessel may be at the time of his acquiring ownership, and the owner may at his option take the oath before that collector or the collector of the district in which he so resides. The certificate of registry must be surrendered on the arrival of the vessel in her home district, under penalty of one hundred dollars, severally upon the owner and the master, and the voidance of the register. The collector who receives the surrender must forthwith forward the certificate of registry to the collector who granted it (Revised Statutes, §§ 4159 and 4160.)

*In every case in which a vessel is required to be registered anew, if her former certificate of registry is not delivered up or accounted for, the owner is liable to a penalty of five hundred dollars.

†Home port: Home port and hailing place are synonymous terms; the former official, the latter popular. The statute defines the thing without naming it. The home port of a vessel is that to which it belongs to issue her license and enrollment.

The water power of Niagara—that is, of the Niagara river—is to be turned to account by a Lockport Company, already chartered, if it can find means to make the necessary canal from a point between Tonawanda and the great falls. The promoters of the project expect to make a bigger thing of it than the Illinois river sewage improvement or the Passaic monopoly, and a consequent greater manufacturing center than Paterson. Niagara is also planning a cut-off from above the falls.

HEADWAY OF GREAT SHIPS.

It has been calculated that if the engines of a ship running 19 knots an hour in dead water were stopped and reversed, she would not begin to gather sternway until she had covered a distance of at least two miles, and perhaps even as much as three miles. Two of the best pilots of the port being called into the office, each made separate estimates, and the result agreed with the calculations of the secretary. One of them said that long experience aboard these fast ships had proved to him that if two such vessels were approaching each other, each making 19 knots an hour, and the danger signal was heard when they were four miles apart, it could not avail to avert the impending danger, if the weather was thick, because they could not be stopped until the point of meeting had been reached, and all their masters could do would be to "trust to luck" to slip safely by.

Another pilot gave the following instance of the difficulty of stopping a big iron tramp steamer: "Her master told me that once, when he had the ocean all to himself, he determined to make some experiments, so that, should he ever be called up and questioned by the board of trade committee, he would be prepared to answer intelligently. His ship had low power engines, and could not do much better than 12 knots an hour in dead water. While running her at full speed, he ordered the engines stopped and reversed, and with his log and time piece he discovered that she ran fully four knots before she began to gather sternway. As to the sluggish manner in which these long, wedge-shaped ships answer their helms, it seems unnecessary to say anything, because their defects in this respect are so wel known. We had an instance of this only last week, when the large Cunard steamship Aurania, with plenty of sea room and fair warning at the helm when a long way off, could not weather the southwest spit at the entrance to this harbor, because the current was a little stronger than usual on account of the spring tides. The captain of the Aurania says he can stop his ship when running at full speed in a distance not much over a mile, and an officer of the Alaska calculated the distance at a mile and a half.—N. Y. Maritime Register.

LINES AND HAWSERS.

A new wheel has been placed on the steamer Faxton at Charlevoix, Mich.

The strike at Ashtabula has been settled by the railway officials agreeing to pay an advance of 2c on coal and 1c on ore.

Captain Galvin went to Marquette Wednesday, to look after the schooner Republic, of the Merrick fleet, which is sunk in that vicinity.

Geo. Hardy & Son, of Toledo, owners of the tug Crawford, have deposited $50 with L. S. Sullivan, secretary of the Toledo tug association, to pull or race Enright's tug Christian.

The body of an unknown man about 30 years old was found in the river at Chicago, Wednesday, near the Van Buren street bridge. He had dark hair, dark mustache and was fairly well dressed.

Captain Durand, of the schooner A. P. Grover, saved a tug bill at Toledo by sailing in and up the river as far as the coal chutes. It is said she is the first vessel that has sailed up as far as the place named.

President Cleveland is constantly in receipt of memorials from Detroit, Chicago, Duluth and the other border cities and towns, appealing to him not to interfere with their large and growing trade with Canada.

Advices from Marquette say that the west side of the breakwater affords dangerous anchorage. Vessel men should notice that since the destruction of the breakwater last fall, there have been shoals about 175 feet long, beginning ten feet from crib 27 and ending near crib 30. The highest formation is near crib 27, where there are but 12 feet of water. The stone pi es extend 10 to 18 feet from the wall.

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with ☞ *Comfortables, Blankets, Table linen, Towels*, etc., and sew *to order* ☜ at the *shortest notice, Sheets, Pillow cases*, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this *city* who *retail* direct to the consumer all kinds of ☞ *Flannel Shirts*, double and single-breasted, real home-made in size, fit and sewing, *Overalls, Jean Pants*, or make them ☞ *to order* ☜ for the same price as we sell our ready made garments. ☞ Our *new cutter* ☜ takes measures for the most stylish *Cassimere Suits, Wedding Suits*, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has *no expenses*, being in our store, free of rent. *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express.....	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express.....	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 15 A M
No. 23, Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡5 20 A M	5 35 A M
No 25, Mich Accom Norwalk.....	.....	†5 35 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk.....	•6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.

A. J. SMITH, Gen'l Pass. Agt., Lake Shore Block.

H. D. COFFINBERRY, PRES'T. ROBERT WALLACE, VICE PRES'T. WM. M. FITCH SEC'Y.

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Detroit and Center Streets, Cleveland, Ohio,

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We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

We purpose building Iron and Steel Vessels of all descriptions, Marine and Stationary Engines and Boilers, Blowing Engines, Steam Helve Hammers and such other work as our large assortment of patterns eminently qualify us to build, at a minimum price.

Your patronage is solicited, and we trust that the excellence of our work, with fair dealing and strict attention to business, will secure its continuance.

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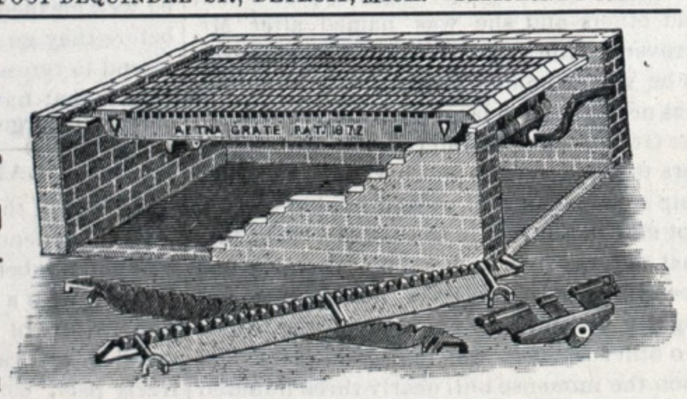

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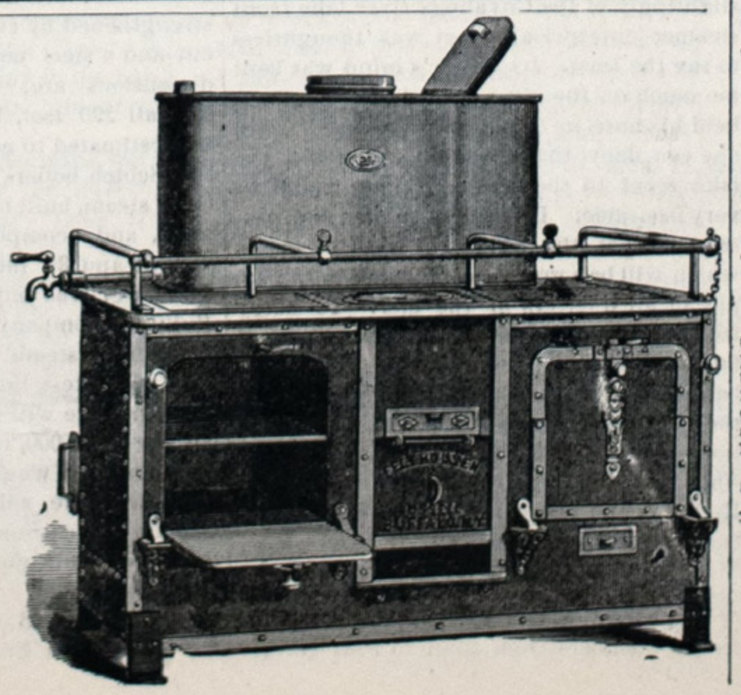

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MAY 26.

REDUCTION OF RAILROAD TARIFFS.

While navigation business is prosperous and everything is working all right it is a pretty hard matter to find much to talk about not directly in the line of news. We might talk about the interstate commerce law, but that, too, is going in our favor and the less said about it the better. In fact, there is very little to grumble over in our line. The commission, according to Chairman Cooley's last explanatory letter, seems inclined to stick to the long and short haul clause, and all that can be said about this is that we hope they may continue to stick. Lake carriers think that they have had pretty near enough of discrimination, which, though far off and minute in its ramifications, has usually resulted in discriminating against them, and they want the fourth section to stick. They are with the great majority of the people in this desire, and may congratulate themselves that matters will not soon be disturbed.

The refusal of the commission to grant a suspension of section 4 as respects the northwestern roads, which applied for it on the ground of their inability to otherwise compete with the Lake Superior water routes, seems to have had considerable to do with the resolution of the managers of the roads between Chicago and St. Paul to reduce their freight tariffs from 2 to 5c per 100 pounds on the various classes. The Burlington's St. Paul line, which had at first manifested the intention of making low through rates for itself, was induced to enter the combination to maintain the new rates, which took effect May 16, fifteen days' notice being required for any road to withdraw from the arrangement. The charges agreed on for the various classes of freight from Chicago or Milwaukee to St. Paul are, first class, 75c per 100 pounds; second class, 60c; third class, 45c; fourth class, 30c; fifth class, 20c. The local sentiment seems to regard these figures as still too high, and reference is made to the fact that they are about double those charged from the seaboard to Chicago, for twice the distance. It is also intimated that the fact that local rates in the northwest are relatively too high and could be reduced had something to do with the commission's declination to suspend section 4. It would seem that reports that lake lines are taking St. Paul freights from Buffalo to Duluth and thence to St. Paul over the St. Paul & Duluth road for the same rates that are charged by rail from Chicago to St. Paul may have some part in hastening the reduction in rates referred to. A reduction, particularly as regards local rates, is looked upon with much favor in the northwest.

TRADE WITH CANADA.

Our commercial relations with Canada form a topic of some moment just at the present time, but the O'Brien episode has put all thoughts of reciprocity and fisheries out of our neighbors' heads for the present, and so far as they are concerned the matter is at a standstill now. On this side of the lakes some stir is being made in the premises by the lectures of Mr. Butterworth, who is trying to arouse a national interest. He makes the broad appeal for complete reciprocal trade between Canada and the United States, and the complete abolition of the custom house. He says:

"During the year 1885 the United States sold to all the Central and South American states but $27,000,000 in round numbers, and to all countries lying south of the Rio Grande in the aggregate $64,000,000. To the 45,000,000 people of the south, we sold $64,000,000, while to the 5,000,000 of Canadians we sold over $50,000,000. If our hampered and restricted trade with 5,000,000 Canadians is over $50,000,000, what will be the magnitude of our commerce in that direction when the blockade is removed, and when our neighbors shall number 25,000,000 people?"

Mr. Butterworth's arguments are left to the cogitation of the reader. They can not be said to be without interest to the maritime mind, while any thing like the overthrow of the custom house will probably be met with the liveliest apprehension. But we have no opinion to express except that Mr. Butterworth's views are a long ways from realization.

SOME people may wonder, says the Buffalo Express, at the fluctuations in freight rates by water, and shippers who are tolerably well provided with cheap storage room sometimes laugh when their neighbors get caught, but the very fact that the water routes can be made more flexible than rail routes accounts for their great value. Last week coal freights remained at a certain figure for a time and vessels ignored them to such an extent that only about 2,000 tons were cleared one day and all days were light. But when the dollar rate was paid one day's clearances amounted to over 17,000 tons. This variation would hardly have been possible by rail. The reason for the advance was that out on a certain road there was a mile and a half of coal in cars on the main track, and any amount of coal in the city held by the same company. There was nothing to do but to get boats at whatever cost, yet what is a mile of coal cars to the lake trade? There are a number of vessels that will carry more than that amount. This means 15 tons for every 33 feet, or 2,400 tons to the mile, while the Onoko will carry considerably more than that.

THE Union Steamboat Company has appealed from the decision of the arbitrators in the Lycoming Jewett salvage case and another hearing is to be had. The rules adopted by the Lake Carriers' Association provide that in case of appeal the first two arbitrators chosen shall be retained, each interested party shall choose one more, and these four shall choose a fifth. In this case, therefore, Mr. S. D. Caldwell and Captain Thomas Wilson will act again and the others will be named as provided. The advantages of this plan over a long litigation, such as quite often arises where proceedings are begun in the courts, is plainly shown in one respect at least, for the entire cost of obtaining the decision giving the Lycoming $8,000 for saving the Jewett was $62. In the first hearing the cost is divided equally between the parties, but in case of appeal the appellant pays all costs. The signers of this arbitration plan are now 47, representing four side wheel steamers, 108 propellers, 31 tugs, 52 schooners, and 35 barges.

AN item in last Monday's Leader spoke slightingly of the Cuyahoga river lake front steamer enterprise That was thoughtless to say the least. Its writer's mind was bent too much on the river end of the scheme—held his nose in the mud, so to speak. No one can deny that a ride up and down the lake front in the summer time would be very desirable. It is solely to pick up passengers that the river trip is to be made, which will be a great accommodation to people in all quarters of the city. To carry freights as well as passengers is the natural business of such a boat. The scheme is backed by many of the best bnsiness men of the city and we hope to see it go into operation at once. Not only this, but it is possible that the new line has an eye on the Kelley Island grape and wine trade which Sandusky now monopolizes.

AN idea has taken possession of the heads of some enthusiasts at Erie that a line of freight steamers from there to Port Dover, Canada, would be a profitable enterprise. It might turn out so. At the same time caution is the word in every plan built upon the interstate commerce law. Until that statute gets into good working shape its effects will be as unstable as the sands of the sea. It should be remembered that it does not fix rates of traffic. That is left entirely with the railroads, and sometime they may take a notion to change them. Railroads cannot discriminate, but they can arrange rates to suit themselves. It is not unlikely that when the law becomes a settled fact and out of danger of repeal, the railroad managers will find a way to get their share of the fat of the land.

IN our issue of the 12th inst. it was held that grain transported east by rail could not have been received by the canal boat men had the canals been open at the time, for the reason that the rate must have been made on the basis of canal freights. It has transpired that such is the case. The Buffalo Express says: It looks as though the Inter-state commerce law was needed to bring our own state roads to time. The cutting of rates on grain east from here by the roads might have been prevented by some such means. That the roads did cut rates, first to beat the canal and then to beat each other, appears to be proven. The Erie began the heavy shipments, then the West Shore took the lead, and last week the Lehigh beat the West Shore off, continuing the lead this week. But canal rates are now so low that it is thought they can stand up against all possible rail reductions.

THE largest vessels to which official numbers were assigned by the commissioner of navigation for the week ended May 21, both steam and sail, are lake built vessels, and include the schooner Annabell Wilson hailing from Cleveland, 467.27 net tons; the propeller Frank W. Wheeler, hailing from Detroit, 1175.05 net tons; steamer Roumania, hailing from Cleveland, 1441.64 net tons. Ocean built boats, during the week are all about tug size.

CHAIRMAN ROWAN, of the lighthouse board, announces that on June 1 next the fog signal at Whitefish Point, Lake Superior, Michigan will be changed so as to give a blast of five seconds, followed by an interval of thirteen seconds, then a blast of two seconds, followed by an interval of forty seconds.

LAUNCH OF THE MAURICE B. GROVER.

Under a blue sky and the happiest of auspices, the largest of the wooden boats was launched on Saturday at three o'clock from the shipyard of William Radcliffe. The Maurice B. Grover is owned by M. A. Bradley, Chris. Grover, Captain Geo. Stone, and others and she was named after Mr. Grover's little boy. Launches are getting to be very common events here, but there was nevertheless a large crowd present to see the Grover take the water. A few minutes before the time set the lines were cut and the ship stood alone well packed up, but she did not move. She had to be coaxed a little, told that she was free, and finally when life had been infused she asserted her weight and dignity by splitting a couple of the ways. No other damage was done, however, and soon the immense hull nearly three hundred feet long and forty wide moved majestically down the timbers and settled in the water. It was inspiring sight and roused the enthusiasm of all present. As soon as she become stationary it was seen that she was drawing four feet forward and ten feet four inches aft, an average of 7 feet 2 inches. Besides being built strong, she differs from most other vessels in being planked inside and out to the main rail. She is further strengthened by two steel arches inside and out and a steel cord around the top. Her dimensions are, length of keel, 272 feet; over all 290 feet, beam 40 feet, hold 22 feet and estimated to carry 2400 tons. She has two Scotch boilers 12 by 12 feet, allowed 150 lbs of steam, built by Globe Iron Works Company, and a compound engine with cylinders 30 and 36 inches by 48 inches stroke. The latter was built by the Cleveland Ship Building Company.

She has a steam windlass, steam steering gear and latest improvements. It is calculated that she will carry 2400 net tons. Her cost was $120,000, but probably $30,000 more than that sum would not buy her at the present time. She will be manned as follows: Captain James Stone, master; Louis Stone, first mate; P. Doyle, first engineer; J. Black, second engineer.

The Maurice B. Grover, left on Wednesday evening for Escanaba to load ore.

NEW PLEASURE BOAT.

Some seasons ago the RECORD took occasion to strongly recommend pleasure riding on the lake in the vicinity of Cleveland, for the sake of the incalculable good that even a few minutes or hours of relief from business cares and perplexities must accomplish for overworked mankind. Almost any town that may be mentioned, that enjoys the rare advantage of being situated on the shore of our beautiful chain of lakes has far better facilities for this than Cleveland. It is not strange, therefore, that the project of furnishing it should at last have taken business shape. Under the name of the Cleveland Lighterage Co. a syndicate has been organized, which has for one of its objects the establishment of a steamboat line, taking in the entire length of the Cuyahoga river and points along the lake shore, such as Wilson avenue, Coit's, Rocky River, etc. The steamer will not only carry passengers, but all kinds of freight. Active in this scheme, and at the head of the company is T. F. Newman, so well known as the agent of the Detroit and Cleveland Steam Navigation Co. The steamship American Eagle is the first purchase of the company. She has for some years been in the Sandusky and Put-in-Bay trade. It is the design at present to have her run in the Cuyahoga and Lake Shore line, under the command of Hugh McAlpin, for fifteen years mate of the City of Detroit. As an evidence of the stability of the enterprise, the names of the following business men interested are given: Condit, Fuller & Co., Cleveland, Brown & Co., Lake Iron Co., Upson, Walton & Co., G. W. Gardner, Geo. W. Short, J. B. Smith and Benjamin Rose. The directors are as follows: T. F. Newman, J. W. Walton, William Kerr, H. G. Cleveland, and B. F. Bourne. The steamer will run between the points mentioned on schedule time. Her starting time has not been announced.

NECESSARY PRECAUTION.

Special Correspondence to the Marine Record.

DULUTH, MINN., May 23.

It will doubtless be of interest to some of your readers to know that the state law of Minnesota appoints an inspector to examine the holds of vessels in regard to their fit condition for carrying wheat from this port, and vessels that have been carrying soft Hemetite ore, unless they are exceedingly well cleaned, will not be granted a certificate of inspection, in which case the shippers will refuse to load them, as was the case with the schooner Pelican here a few days ago. She arrived here, after carrying a cargo of soft Hemetite ore, and the hold not looking very clean, the inspector refused to load her. Then an effort was made to clean the hold by sweeping and scraping all that afternoon but was finally rejected and had to go for a cargo of ore.

I do not think it is the intention of the inspector to reject all the vessels that have been carrying soft ore, but that they must be well cleaned and the hold perfectly dry, before they go to the elevator. They also intend to refuse to load wheat into holds of vessels that have been previously carrying oil for up cargo. M.

LAKE FREIGHTS.

The tone of the market is firm and stronger with a tendency to higher rates on grain, coal and lumber, coal showing an advance of 10@15c, with a good demand for tonnage. The feature of the market is the active demand for coal carriers at Buffalo, $1.00 being freely paid, with some tonnage holding for higher rates. We quote:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1.40
Marquette to Ohio ports	1.65
Ashland to Ohio ports	2.15
Two Harbors to Ohio ports	2.20
GRAIN.	
Wheat, Duluth to Buffalo	6¼
Corn, Chicago to Buffalo	3@3¾
Wheat, Chicago to Buffalo	3¼@3½
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c
COAL.	
Buffalo to Milwaukee	1.00
Buffalo to Chicago	1.00
Buffalo to Duluth	75c
Cleveland to Milwaukee	85c
Cleveland to Chicago	90c
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2.00
Bay City to Ohio ports	1.75
Saginaw to Tonawanda	2.25
Saginaw to Ohio ports	2 00
Muskegon, to Chicago	1.50
Alpena to Tonawanda	1.75
Ontonagon to Cleveland	3.00

HARBOR TUG MOLLIE SPENCER.

ENGINE, 20 by 24, Port Huron, Mich. For light wrecking this tug has the most complete outfit on the lakes. Supplied with steam ejectors, capacity of 32,000 gallons per minute, hawsers, steam pumps, driving rigs, blocks etc., just the outfit for waterlogged and sunken boats, at cheap rates. River and harbor towing. Telephone, telegraph.

LYNN'S TUG OFFICE.

[*Around the Lakes Continued from 1st Page.*

stem, some new stanchions, covering board and rail; the tug Rebel, to have a leak stopped; the steambarge H. D. Root, for a new wheel; schooner Maumee Valley, laden with oats, to have a leak stopped; the schooner Geo. L. Wren, to have her bottom calked; the steambarge Ida M. Torrent, for a new Trout wheel; the sloop yacht Harry Burke, for some new plank in her bottom and a general overhauling; the schooner Mamie, for recalking; the schooner Condor, laden with corn, to have a leak stopped, the schooner C. A. King, is getting new bowsprit and jibboom; Martingale, knighthead, pawl post and windlass bit; the schooner Watertown, received a new jibboom; the schooner Blazing Star, a new windlass and necessary repairs.

The Lake Michigan and Lake Superior Transportation Co. has consummated the purchase of the passenger propeller City of Traverse. For some years the company has been unable to meet the demands of tourists to the north, and it became necessary to increase the facilities for the proper handling of its increasing business. Last spring the City of Traverse was completely overhauled, new steel arches built, and the propeller was generally remodeled and partially rebuilt, at a cost of $35,000. The vessel will not go into the service of her purchasers until the latter part of June. Her late owners will continue running her between Chicago and Grand Traverse until that time. The transfer was made by Hannah, Lay & Co., to Leopold & Austrian, the consideration being about $65,000. The Traverse will be the largest vessel of the L. M. and L. S. fleet, and is licensed to carry 225 passengers. She measures 226 feet over all, 212 feet keel, 12½ feet hold, with a dreadth of beam of 33 5 feet. The new purchase will run from Chicago to Duluth and intermediate points with propellers Peerless and Jay Gould.

While the propeller Lycoming, of the Anchor line, was lying at the Chicago, Rock Island and Pacific elevator Saturday afternoon at 1 o'clock, a most terrible accident occurred, which resulted in the killing outright of Edward Friends, third engineer of the vessel. The vessel's machinery was in motion to exhaust the water from its cylinders. Mr. Friends was engaged on some work near the crank pit, when he lost his footing and fell down the shaft. His body was caught in the ponderous machinery, and before it could be stopped he was frightfully mangled, death being instantaneous. The deceased was 25 years of age, and lived at Buffalo.

Flags are at half mast, at Miller Brothers Brothers shipyard, in consequence of the death of James Hutton, father-in-law of Bruce Miller one of the Miller Brother's drydocks firm, on Saturday last. The deceased was an old and much respected citizen of Chicago, having taken up his residence here in 1848. He died at the ripe age of 73 years and was buried at Graceland cemetery on Tuesday, and as troubles never come alone, Thomas Millers daughter Minnie aged 21 years, who was on a visit to her married sister, wife of Joseph F. Jones, at Kingman, Kansas. Died suddenly of heart disease on Sunday the 22d inst. Her remains arrived here yesterday, Wednesday, and will be buried at Rose Hill cemetry, Thursday. All friends of the Miller Brothers firm, sympathize deeply with them in their sad affliction. WILLIAMS.

EAST SAGINAW.

Special to the Marine Record.

The past week has been an unusually lively one, no less than 17,000,000 feet of lumber having been shipped. Buffalo lumber is plentiful, but Ohio loads are holding off. Quite an inquiry for boats to load up the shore, and possibly a dozen barges left here for Tawas, Oscoda, and Alpena, to load, being offered a little extra on freights. There is every prospect of a rise in freights from the Saginaw Valley before another new moon if the demand for tonnage continues.

Captain "Tip" Hunt and his steambarge arrived in the river from Black River, Lake Michigan, with lumber for Gebbart & Estabrook. Captain Tip says his new craft can not be beaten and far exceeds his expectations. John Derry handles the throttle.

The barge Fostoria, Captain Tom Gerry commanding, loaded with stone from Kelley's Island, for Remer Bros., of this city, arrived on Sunday.

The Tittabawasse Boom Co.'s tugs Robert Weideman, Jessie P. Logie and Little Giant, are now kept busy night and day, towing rafts, which are coming down at present in good shape.

Peter McArthur, of this city, owner of the steambarge Tecumseh, which collided with the steamer City of Alpena, has filed a protest against the Detroit and Cleveland Steam Navigation Co. for damages done to his boat by the collision.

The barge Col. Bracket was in the river during the week. She commenced loading, got a little down by the head, and in the course of a few hours she had opened up sufficiently to allow four feet of water to find its way into her hold. Vigorous pumping kept her aflort while at this end of the creek, and she passed down to Bay City to finish her load.

The Emory Lumber Co. has chartered, through Harry Shaw, the tug Favorite, of the Kirby, Carpenter Lumber Co., of Chicago, for the season, with the privilege of buying. She will tow the log barge Wahnipatae from Ontonagon to Cleveland. The Favorite is considered a powerful and good sea boat, and will undoubtedly give entire satisfaction in her new calling J. Hencler, late in the employ of Carkin, Stickney & Cram, will act as chief engineer.

The mammoth dredge, recently built by Carkin, Stickney & Cram, for work on the St. Lawrence river contract, was launched Saturday, the tug Nat Stickney assisting. She is a monster and will dig with surprising effect on rocks or mud. She is called No. 10.

The River Line steamers Lucile and Burt are doing a nice business during the warm days. SHAW.

BAY CITY.

Special to the Marine Record.

Frank Cody, of East Saginaw, holds the berth of second engineer on the new steamship Roumania.

The tug Tom Dowling, and the West Bay City Water Works have whistles that screech alike, and now there is a kick to change the water works whistle for a fog horn.

The tug George N. Brady and tow, propeller Missouri and tow, Rhoda Stewart and tow, and several barges loaded at Alpena this trip.

The barge B. M. Baker has just received a general calking above high water mark.

The tug Edgar Haight seems to be doing a fine business under her new ownership. Captain Fred Barclay, an old tug man, has bought a one-third and sailing interest.

Harry Shaw chartered the barge Mary Stockton, lumber, East Tawas to Cleveland, at Bay City rates. She left in tow of the Burlington.

The propeller Eighth Ohio and tow loaded at Tawas this trip.

The propeller Wm. Cowie and tow took in Tawas for loads this trip.

The propeller Michigan and tow are taking on lumber at East Tawas for Ohio ports.

The tug Hubbard has been thoroughly overhauled, a new cabin put on and other improvements made.

Captain George King, Sr., puts in his time looking out for the interests of his tug, the George B. Dickson.

The barge D. Ferguson, owned by Bradley and others, is being rebuilt at Bay City drydock.

A. A. Pinet is making arrangements to raise the barge Matilda.

The U. S. inspectors of steamboats say that the fire patrol boats shall not carry passengers. However, they are carried on our fire tugs.

A minister, of West Bay City, has built a yacht, and will preach the gospel from his boat at various shore points.

W. A. Beebe & Co. are at work throwing up a double bank around over three hundred acres of prairie land along the river for T. H. McGraw, on the west side of the Flint & Pere Marquette railroad track. The ditch on the inside of the farm will be 7 feet deep when completed, and will be used to dump logs from the cars. The work of dredging will require four weeks yet. When completed a portion of the bank will be protected along the river by a row of piles and planked to break the force of the waves. SHAW.

DULUTH.

The Duluth Herald says: Connoisseurs affirm that the whistle of the tug Record is by far the most melodious of any in the harbor. Score another point to the advantage of this paragon of tugs.

Steel Bros. & Company, of Duluth, have been awarded the contract for the government breakwater at Agate bay, Lake Superior. The price is $18,948. The breakwater will begin in 100 feet from shore, run out 400 feet and consist of a foundation of riprap and crib work filled with stone. The superstructure will be six feet above the water, and be completed by December 1 next.

MT. CLEMENS.

The new barge Annabell Wilson has just come out. She was built by Captain Dulac for A. Weston & Son, and is pronounced by vesselmen the best built barge that ever came into this port. She is owned by Captain Wilson, of Cleveland and others.

BUFFALO.

Special to Marine Record

It is difficult at all times to arrange an article which is suited to all creeds and conditions. The present does not warrant a very elaborate article. We are confined to the natural law of supply and demand, therefore, we state facts as we find them, and enlarge only as the case will admit.

As it is our province to look the market over and criticise the movements within the line of courtesy, we are in a position to state that times have really changed, and freights have accordingly advanced. Freights to-day are stiff at $1.00, and what are considered outside ports are from 5c to 10c higher, such as Racine, Manitowoc and Sheboygan. The result of the recent advance is, shippers want tonnage, and will take it when offered. They think $1.00 too high, but they pay it under protest. The result is that the combination is broken, and each shipper is hunting on his own hook all the tonnage he can find.

Business at our docks and shipyards is, with few exceptions, very dull; work much lighter than one month ago. A number of boats, however, have been docked during the past week, among them the propeller Cumberland, which went into Mills' yard for a new wheel, and examination of buts.

We are at present on the eve of a great revolution in time between Buffalo and Chicago. The interstate law has given an impetus to trade which was unexpected so far as the water transportation is concerned. We may now safely assert that if any advantage has been gained by the passage of the law, it is by the lake marine, and if the railroads do not attempt to take advantage of the present rates, the water tonnage will reap more or less the advantage over the rates which have prevailed for two or three years past.

Telegrams were received Monday by the Lake Superior Transit Company from Hancock and Houghton stating that the neighboring town of Lake Linden has been entirely destroyed by fire, resulting from the forest fires, and that 2,000 people are destitute. The company at once sent a telegraph money order for $500 to the sufferers. Lake Linden is a short distance from Houghton lake and is the shipping point of the Calumet and Hecla mines. The Lake Superior Transit boats stop there for copper.

Another result of the recent advance in freights from 60c to $1.00 is the arrival from Ohio ports of considerable tonnage to load here, among which are the steambarge J. F. Eddy and consort; also, the W. M. Eagan, the former from Cleveland, the latter from Erie.

Coal charters Wednesday were the propeller H. Chisholm, and schooners A. Cobb, A. Bradley, and L. A. Law, for Chicago at $1; schooner H. W. Sage for Milwaukee at $1; propeller Nevada and schooner John Breden for Green Bay at 90c, and the propeller H. S. Pickands for Racine at $1.10.

The rates to day are stiff at 3¼c and 3½c, which can be figured as the fixed rate.

It is amusing to look over the records, and to watch the tendency of coal freights.

The new steamer just launched from the Mills' yard is beginning to take on tangible shape. She is provided with all the new improvements, and is a model boat wherever she goes. WM.

PORT HURON.

Special to the Marine Record.

Captain Wm. Hutchinson left Tuesday for Bay City to take charge of his new boat that is building there for D. Whitney, Jr. She is to be the same all through as the W. H. Gratwick, just launched at the yard of F. W. Wheeler, who turns out some fine boats.

The steambarge Burlington ran aground at Sombra, Ont. It took the tug Castle some time to get her off.

The schooner Garibaldi is at Dunford & Alverson's to receive a general overhauling and a new mainmast.

The wreck of the steamer Wm. Rudolph arrived here, in tow of the tugs Carrington and Allie May. She was taken to the Wolverine drydock, where she will be rebuilt and put in first-class shape. Her boilers and engine are none the worse for lying in Lake St. Clair all winter. She is owned by Mr. John W. Porter, of Port Huron, and J. A. Smith, of Algonac.

Captain John Cotton will go as mate with Captain Wm Hutchinson, in Whitney's new boat.

The new iron steamer Darius Cole, of the Star line, Captain John Robertson master, will commence making her regular trips for the season on Monday morning, leaving Jenks & Company's dock at 7 o'clock each morning; returning she will leave Detroit at 4 o'clock, arriving at Port Huron at 10.

Jacob P. Haynes, during the week, purchased the three masted scow Chas. Crawford for $7,000. She will carry Mr. Haynes' cedar from the Snow Islands to Chicago. She now lies at his dock in Black river above Seventh St. bridge, but will start Monday or Tuesday for the Snows. Our honest and intensely energetic friend Jake Messmer goes with her, taking his portable saw mill along.

The ferry Beckwith is receiving a first-class rebuild at this port. JAY.

WEST BAY CITY.

Special to the Marine Record.

Mr. Wheeler has cause for gratulation over the completion and launch of the William H. Gratwick, in advance of the time stipulated in his contract, and Gratwick, Smith & Fryer are to be congratulated over the fact that they have one of the finest vessels ever built for the unsalted seas, the builder having, if possible exceeded all his former efforts for beauty of model, elegance of finish, and staunchness of build. The Gratwick is 265 feet keel, 282 feet over all, 40 feet beam, and 22 feet depth of hold, with a capacity of 2,400 tons. She will carry four masts, gaffs, booms, topmasts, etc. The engines are triple expansion, with cylinders 20, 30, and 52 by 40, and are first class in every respect. The vessel has two Scotch boilers 10 by 11 feet to carry 150 pounds working pressure, which are set in the boat in iron saddles, in iron pan three-eighths of an inch thick, riveted and calked, set on heavy iron beams, and inclosed in an iron boiler house. Captain John Mitchell will sail her.

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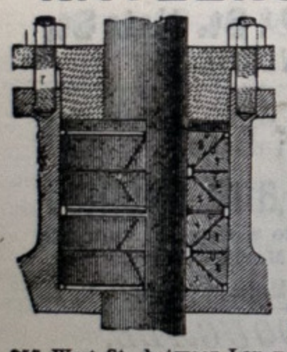

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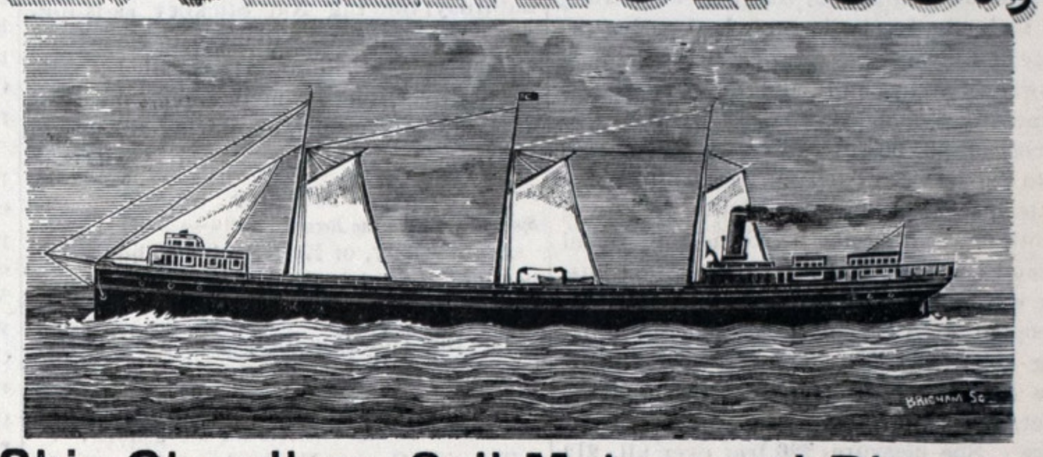

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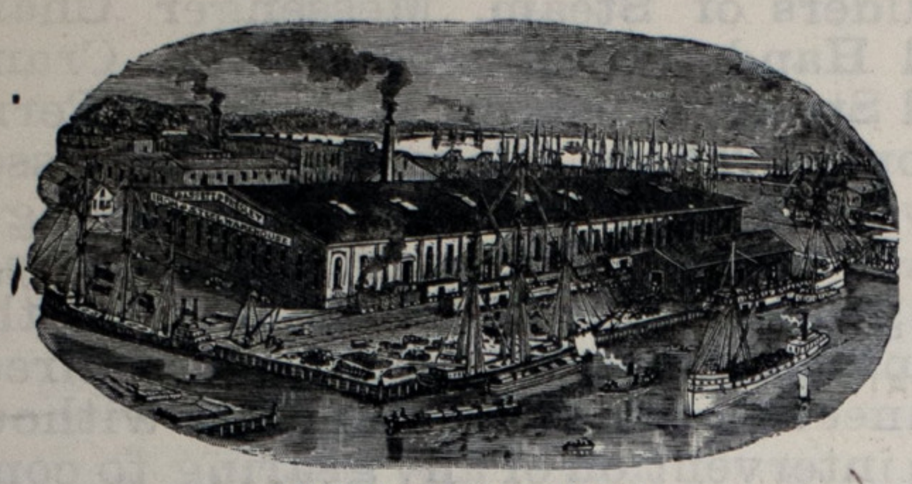

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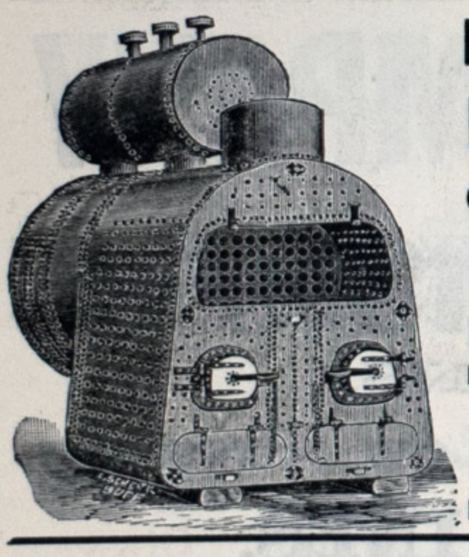

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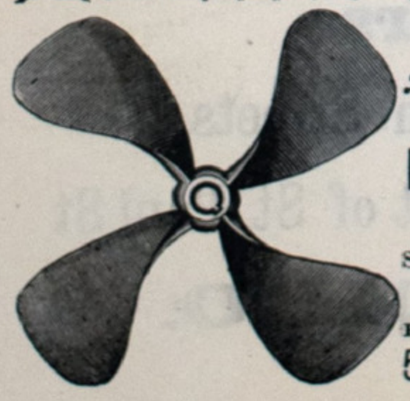

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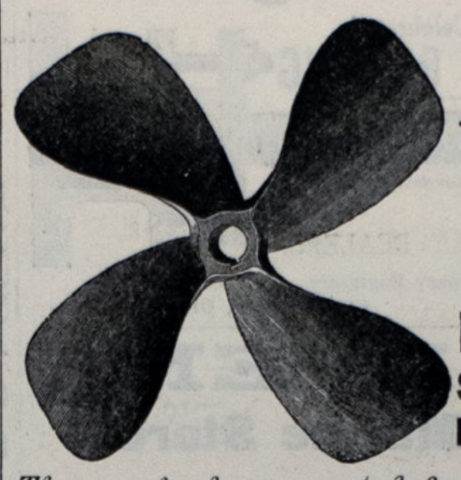

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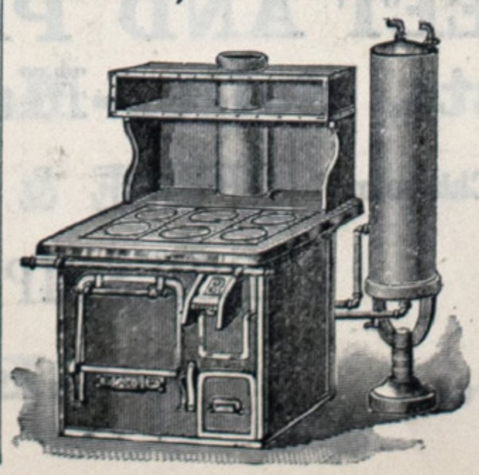

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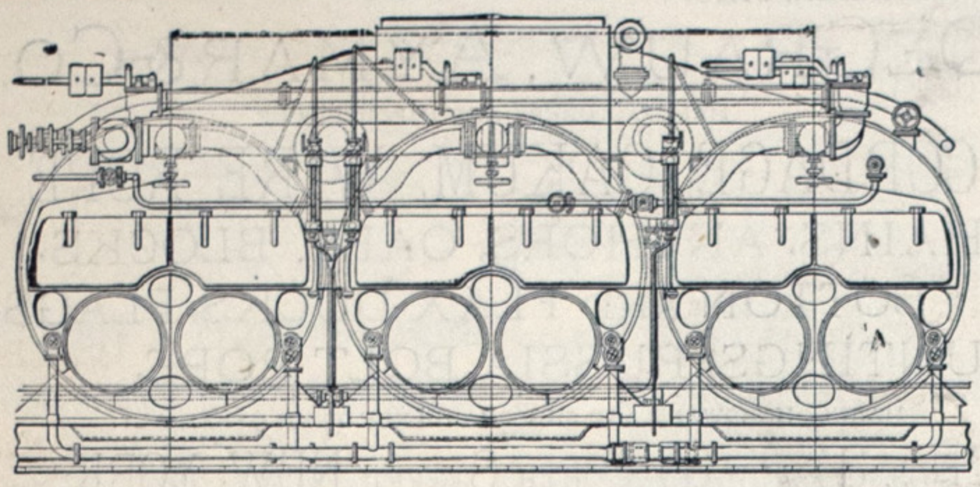

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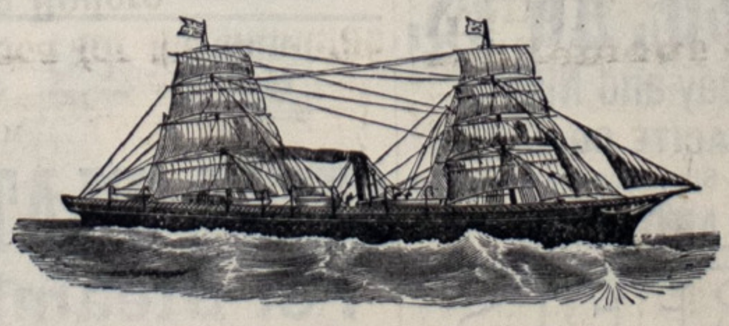

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